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## NOTICE TO CORRESPONDENTS.

On communications relating to the news columns, please send them to the Editor, who will be glad to receive them. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymous or unsigned communications should be accepted. Letters for publication should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for (Cash) Telegrams. Address: Editor, Odessa A.S.C. 4th St. L. 1st floor.

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## BIRTH.

At Cornhill-villas, Lathrop, on Jan. 11th. Mrs. LAURA MAXFIELD, widow of the late Captain FRED MAXFIELD, of a son.

## DEATH.

At Cornhill-villas, Lathrop, on Jan. 12th. LARA, widow of the late Captain FRED MAXFIELD, aged 39 years.

HONGKONG OFFICE: 104, DES VEXES ROAD, U.I. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, FEBRUARY 20TH, 1907

The Japanese people, with a rapidly increasing population, have for a considerable time been emigrating in large numbers, and, as we have frequently had occasion to notice, have overflowed into the adjacent lands at both sides of the Pacific. This movement has been one of the most important ethnological problems of modern times, and is likely to result in serious consequences for the race. In this respect it is in some particulars akin to those great migrations which nearly two thousand years ago completely altered the social and political relations of Europe, and finally brought about the fall of the Roman Empire, and with it of the ancient civilisation. As in the case of the irruption of the Teutonic peoples into Europe the new comers did not meet everywhere with a friendly reception, and their manners and customs displeased in many particulars the older peoples. It seemed indeed in the former case for a while that the knell of "civilisation" had been sounded, and that the world was about to return to primitive barbarism. We now, of course, know that the new tribes proved its regeneration, and that both morally and physically the world owes to its regeneration. Without going so far as to say that a similar capsize of all that the present generation worships is about to take place in the new migration, the movement

is one to which it would be in every sense unwise to close our eyes. Tribal migrations like the present movement of the Japanese in every case will be found to have had their origin in deeply seated conditions which have been long in preparation; and, as in the present case, are not to be lightly checked or diverted. It is no new thing that a nation, especially after a successful war which has called forth its utmost energies, should find its innate powers of increase stimulated. Such a thing occurred in the United States after its Civil War, and more markedly still, such was the result in Germany after her war with France. That it should happen after Japan's war with Russia, where the very existence of Japan as a nation was in jeopardy, is therefore only in the natural course of events. It is not, however, to be expected that the Californians, looking at the affair from their point of view, and with their limitations, should at once be able to consider the matter equally complacently. One of the most laudable features of the Japanese people is the intense desire of all classes to acquire information, but this desire sometimes displays itself in a disagreeable form: it is not every traveller seeking rest or recreation who can bring himself to understand and complacently undergo the cross-examination on the most trivial subjects to which he has to submit on a visit to the ports. The friendly and well meaning Japanese asks the foreigner questions sometimes of most irrelevant and occasionally impertinent character. This is no doubt partly answerable for a good deal of the ill-feeling which has of late been engendered all round when the Japanese have come in personal contact with other peoples. The Times correspondent recently writing from San Francisco, tells us of the disagreeable feelings which this has engendered. The people of California, he tells us, have come to find all manner of abominable traits in the Japanese; they are in popular estimation immoral, unclean, tricky in business dealings, impudent, unreliable, and suffering from "big-headedness". We may take these in turn. It is rather too much for a San Franciscan to complain of the "immorality" of the Japanese; so we may leave that out of consideration. That he is unclean, as everyone who has experience of the Japanese knows, is simply untrue; compared with his equals in station all over the world the contrary is one of the most patent facts about the nation. Unfortunately, some of the other unpleasant traits have been, as elsewhere, in evidence. On the China coast, for example, the Japanese has not acquired for himself a reputation above suspicion in business affairs, and we fear if the consensus of opinion in the East were taken his word would not be called a synonym for trustworthiness. Here of course it may also be allowed that neither the Californian nor any other is quite in a position to cast stones. So too, all visitors to Japan of late appear to have had reason to complain of the general epidemic of "swollen-headedness" under which the nation is suffering. They may, of course, have found only what they looked for; but such is the frequent report since the war. It is not San Franciscans alone who find that the former attractiveness of the Japanese manner has undergone a marked depreciation. It is quite true that as a nation the Japanese have fairly won their position, and are entitled to all the amenities and consideration due to a great nation. Perhaps the revulsion of sentiment is a reaction from the flood of sympathy offered when they were mistakenly regarded as the "under dog". It may even have been that mistake that made them show too much self-assertiveness. They resent any doubt that they are of the "top dog" breed. We can understand and excuse even while pointing out how they may ruffle the foreigner. For polish, intelligence, and other symptoms of civilisation as we regard it, the average inhabitant of the Pacific's edge can hardly afford to throw a stone at his Japanese neighbour. Yet we can see that the Japanese himself is not a little to blame for the feeling excited against himself. Fortunately the Japanese Government has seen the advisability of maintaining an admirable patience, in view of the PRESIDENT's manifest present helplessness; and in no case do we think the Californian attitude should lead to war. If humbug and rank prejudice prevails for the moment, there should be some diplomatic way of sending the offenders "to Coventry". Meanwhile the incident starts the much wider question of the cause of this migratory movement of the Japanese as a nation. What is to be its end, and is it possible to check it, or turn it into useful channels? The question is a big one, and must be faced one of these days, but as yet its importance has not dawned for politicians, but only for

ethnologists. We envy the student of, say, fifty or a hundred years hence, who fancy he will be provided with much fascinating material.

Mr. T. W. Ross has been appointed a Magistrate of the Third Class in British North Borneo.

Two rival bands of the Salvation Army, both eager to monopolise the Bowers district of New York, met and fought last month, causing a scandal.

On page 5 will be found some comments on Sir Robert Hart's retirement which anticipate largely others that were intended shortly to be written for the Daily Press.

Regarding the famine in China the Lord Mayor has informed Sir Edward Grey that he will remit any contributions sent to him to the Hongkong and Shanghai Bank to be forwarded to the Famine Relief Fund through His Majesty's Government of Shanghai.

At about 1.30 a.m. yesterday morning fire broke out in a pork shop in Fak Hing Lane, West Point. The brigade turned out under Chief Inspector Baker and soon quelled the outbreak, but not before damage was wrought to the extent of \$300. The fire is supposed to have occurred through the overheating of a stove.

For refusing to stop when hailed the coxswain of the ferry launch Chun Sing was yesterday fined \$25 by Mr. F. A. Hazeld. While on the police pinnace Constable Uavin noticed the defendant's launch crossing from Hongkong to Yauwail, and as the vessel appeared to have an excess number of passengers aboard he hailed her to stop. Instead of obeying however, the coxswain set his launch at full speed ahead, reaching the Yauwail wharf and loading his passengers before the police launch neared the pier.

Numerous changes are foreboded in the Civil Services of the Straits Settlements and the Federated Malay States, by which Mr. J. R. Innes, who is acting as Attorney-General of the Straits Settlements, will be transferred to the Federated States or Second Judicial Commissioner when the Hon. W. J. Napier assumes the Attorney-Generalship. Mr. F. Belfield, who is acting as Second Judicial Commissioner, is to revert to the appointment of Legal Adviser and Public Prosecutor of the Federated Malay States, and Mr. L. P. Edden will return to Penang as Senior Magistrate.

## THE DIRECTORY AND CHRONICLE FOR 1907.

The Directory and Chronicle for 1907 is now obtainable from the agents of the Hongkong Daily Press throughout the Far East. The work is so familiar to every business man in all the centres of foreign trade from Vladivostok to Netherlands India that we have little need to expatiate on the usefulness of the publication. This is the forty-fifth year of publication and the volume has annually increased in bulk as the number of foreign firms and residents in the extensive area covered by the Directory has grown. From a puny volume of less than 250 pages it has developed into a portly tome of close upon 1800 pages. Of the present edition we need only say that the information it contains has undergone revision in order to bring it up to date. Two new Commercial Settlements make their appearance for the first time in the present issue, namely Mukden and Tientsin, and it will be noticed that notwithstanding the unacceptance character of the areas assigned to the Chinese authorities as places for foreign residence and trade in these cities, there are quite a number of foreigners living at each place though the majority are not at present living on the Settlements. Full information of the contents of the book will be found in the advertisement and for the information of new firms to whom the book may yet be unfamiliar—if any there be—we may add the unanimous verdict of the Press of the Far East that the "Directory and Chronicle" is indispensable to every business office.

## ST. GEORGE'S A.D.C.

St. George's Amateur Dramatic Club gave a performance of "Are you a mason" to a fair audience which included H.E. the Governor in the City Hall last night. The artists showed a greater confidence in themselves than on their previous appearances, and in consequence the comedy was presented as it should be. The principals acquitted themselves very creditably indeed, and everyone worked well to make the piece very acceptable.

## HONGKONG AND SHANGHAI BANK.

## ADVERSE CRITICISM.

The Pall Mall Gazette makes the following criticism:—Considering present and prospective developments in the East, this very flourishing and well-managed institution is doubtless wise in arranging for additional capital with which to carry on its ever-increasing business. The directors accordingly are seeking powers to increase the capital by 4,000 shares, which will be offered to the existing holders at \$30 each, in the proportion of one new share to two old. Seeing that the present market price is over 100, this represents a bonus of £35 or £38 per share, and although this must be a delicious plan to the existing proprietors, we regret exceedingly that such a pernicious method of finance should have been contemplated by a bank of the standing of the Hongkong and Shanghai. We find it very hard to discover the slightest justification for raising capital on these ruinous and extravagant terms, and although the penalty may not be exacted for a long time to come, it will have to be paid some day. Methods of this kind which are open to the most glaring abuse ought to be left to blind-pool mining trusts and similar concerns; adopted by a great bank, they make one wonder whether most of the financial world has gone mad and had.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## FOREIGN ATTACHES DECORATED.

Tokyo, February 19th.

It is officially announced that H.I.M. the Emperor of Japan has decided to decorate all the military [sic] Attaches with the armies in Manchuria.

[REUTERS' SERVICE.]

## INDO-CHINA.

London, February 17th.

An agreement for the construction of the Lao Kai Yunnan railway has been signed in Paris by the Governments and the Indo-Chinese Railway Company.

## RUSSIA.

London, February 17th.

The Constitutional Democratic party claims a large majority in the Duma and therefore insist that M. Stolypin must resign.

## OBITUARY.

London, February 17th.

The death of Princess Clementine, the mother of Prince Ferdinand of Bulgaria, is announced.

## TURKEY.

London, February 17th.

Fehmin Pasha has been exiled and has embarked for Mudania, on the Sea of Marmora.

## THE UNITED STATES.

London, February 17th.

The Senate has adopted the amended immigration Bill without a division. By this the difficulty with Japan is settled, the Californians having agreed to Japanese to the White Schools, immediately the Bill is passed.

## UNITED LANKA PLANTATIONS CO.

Mr. J. A. H. Drought presided at the ordinary meeting of this company, held last month at Winchester House, and moved the adoption of the report. He said they were able to pay in July last an interim dividend and bonus of 20 per cent on the ordinary shares, and they now proposed to make a final distribution of the same amount, making 40 per cent for the year, carrying forward £37,800. The primary object of the board's policy had always been to pay as handsome dividends as was prudent, and to make the shares valuable by creating ample reserve funds. By this prudent use of the profits they would in less years be able to pay good dividends. During the year, they were in for a spell of prosperity for some years. The prospects for the coming season were bright. The report was seconded by Mr. L. R. Glass, and carried.

## SOUTHAMPTON'S NEW DOCK.

## OTHER LINES EXPECTED.

At a meeting of the Southampton Harbour Board last month, the London and South-Western Railway Company's scheme to extend the facilities of the port of Southampton by the construction of the deepest wet dock in the United Kingdom was considered. The company's plans provide for the reclamation of a portion of the river Test, to enable them to make a new dock sufficiently large to accommodate the largest liners afloat. In moving the adoption of the Works Committee's recommendations approving the South-Western proposals, Mr. Bone said that the dock accommodation was very congested. The suggested extension would increase the area of the dock, and he added that he had grounds for saying that not only the White Star and Cunard liners would come to Southampton sooner or later, but other companies were approaching the dock company with a view to making Southampton their home.

The board unanimously gave its consent to the South-Western proposal, subject to provisions for the protection of the board's interest and to the consent of the Southampton Corporation being obtained. The steamers of the Deutsche Ost-Afrika Linie sailing by the Atlantic route to South Africa will in future call at Dover to embark passengers.

## RATING OF STEAM VESSELS.

A matter of some moment is contained in Bills promoted by various dock and harbour authorities. It is proposed to set up a revised system of rating of steam vessels in which the gross instead of the net tonnage shall be the basis of calculation. The Bills in which this point is raised are nine in number. Alexandria (Newport and South Wales Docks and Railway (General Powers), Barry Railway, Bristol Corporation, Cardiff Railway, Great Yarmouth Port and Haven, Leith Harbour and Docks, Mersey Docks and Harbour Board, Port Talbot Railway and Docks, and Taff Vale Railway. Yarmouth introduces special provisions applicable to fishing vessels using the great port of bloater-land. Hitherto, under an Act which has been in existence since 1865, fishing vessels under two tons have been exempt from the payment of rates and dues. It is now proposed that that proviso shall be repealed, and under the revised scheme of tolls every fishing vessel on entering into or departing from the haven shall, if propelled by steam or other mechanical power, pay at the rate of fourpence per ton, or on clearing by the year a composition of £3. Fishing vessels under sail only will pay threepence, or £1 10s. for the year while those prosecuting the herring fishing during the season will be charged a composition rate of 2d. if mechanically propelled, or 10s. if they are sailing vessels.

## HONGKONG JOCKEY CLUB.

## ANNUAL RACE MEETING.

STEWARDS:—His Excellency Sir Matthew Nathan, K.C.M.G.; His Excellency Vice-Admiral Sir A. W. Moore, K.C.B., K.C.V.O., C.M.G.; His Excellency Maj.-Genl. R. G. Broadwood, C.B.; Commodore H. Pigot Williams, R.N.; The Hon. Sir Paul Chater, Kt., C.M.G.; The Hon. Mr. F. H. May, C.M.G.; Lieut.-Col. A. E. Aitken; The Hon. Mr. W. J. Gresson; J. A. Jupp, Esq.; Captain F. W. Lyons; J. C. Peter, Esq.; H. P. White, Esq.; H. E. R. Hunter, Esq.; G. C. C. Master, Esq.; D. Macdonald, Esq. CLERKS OF THE SCALE:—H. P. White, Esq.; D. Macdonald, Esq. HANDICAPERS:—Major H. P. E. Parker, Capt. F. W. Lyons.

JUDGES:—The Hon. Sir Paul Chater, Kt., C.M.G.; The Hon. Mr. F. H. May, C.M.G. SECOND STARTER:—Mr. C. H. Ross. TIME KEEPER:—T. S. Forrest, Esq. HON. TREASURER:—C. W. May, Esq. CLERK OF THE COURSE:—T. F. Hough, Esq.

The annual race meeting promoted by the Hongkong Jockey Club is one of the most enjoyable fixtures of the year. That for 1907 shows no waning in popularity, the public appreciation being manifested in no unmistakable manner, and with excellent arrangements it follows that the meeting has all the elements of success. The exhibition of sport was quite up to the average and the results were on the whole satisfactory to owners, that is from the point of view of sport. The ponies were well trained, they were ably ridden and it is satisfactory to record that as usual everything was above suspicion. The stewards and officials were guarantees for straight dealing, and, however unexpected a result might be there could be no question of unfairness.

As in former years special traffic regulations had to be carried out and these secured a freedom from congestion and accident that were their own recommendation. Like the approaches to the big race meetings at home, the thoroughfares were thronged with every available vehicle, there being a regular procession of richies to the Happy Valley, while a service of transport carried the multitude to the entrance of the enclosure. The weather was cool but bracing, and only a touch of sunshine was needed to invest the picturesque scene and its beautiful environment with the pleasing sense of brightness. The large attendance included the elite of local society, H.E. the Governor and suite arriving before the first race and being received with the usual tokens of respect. The band of the 3rd Mid. Essex Regiment was in attendance and played pleasing selections throughout the day. The Governor had lunch with the stewards in the beautifully decorated stand. Ten races were set down for yesterday and in all of them there was sufficiently large number of starters to make them interesting. Appendixed are the results:

THE WONG-NEI-CHONG STAKES. Value \$250. Second to receive \$100; and Third \$50. For China ponies, subscription griffins of this season 1906-1907. Weight for inches as per scale. Jockeys who have never had a winning mount allowed 5 lb. Entrance \$10. Half a mile.

Messrs Parker and Mackie's No Savvy, 10st 12lb (Mr Moller) 1  
Mr C. H. Ross's Ben Wyvis II, 11st 1lb (Mr Johnston) 2  
Mr F. B. Marshall's Disposer, 11st 1lb (Mr Vids) 3  
Mr Daxey's Small Rose, 10st 12lb (Mr Master) 0  
Father O'Flynn's Dublin, 11st 1lb (Hon. Mr W. J. Gresson) 0  
Mr E. Gost's Sanguine, 11st 1lb (Mr Hickman) 0  
Mr D. Macdonald's Highland Bonnet, 10st 12lb 3lb overweight (Mr Gegg) 0  
Mr Maggie's Cherub, 10st 12lb (Mr Dupree) 0  
Messrs Parker and Mackie's Can Pass, 10st 12lb (Mr Mackie) 0  
Mr A. J. Williams' Brythar, 11st 1lb (Mr Large) 0

Master on Small Rose took up his position by the rails. A poor start was witnessed, and No Savvy took the lead, Disposer following with the rest of the field in close order. Passing the village No Savvy increased his lead by several lengths, the field then forming in procession order. Coming up the straight there was again a closing up. No Savvy still kept a good lead however, and passed the winning post some six lengths ahead of the field. In the home run Ben Wyvis II challenged and passed Disposer having two lengths to spare for second place. The pari-mutuel paid a dividend of \$10.90, and \$8.30 on the first pony, \$17.10 on the second and \$12.30 on the third. Time—1 min. 00/5 sec.

THE VICTORIA STAKES.—Value \$500. Second to receive \$100; and Third \$50. For China ponies, Weight for inches as per scale. Bonus fide griffins on date of entry allowed 5 lb. Subscription griffins of this season 1906-1907 allowed 10 lb. Entrance \$10. One mile.

Mr Copenhagen's Cosmopolitan, 11st 1lb (Mr Zahn) 1  
Mr Baxey's Coronet Rose, 11st 1lb (Mr Master) 2  
Mr John Peel's Cotswold, 11st 4lb (Mr Johnston) 3  
Mr Brutton's Kingston (late Exchange King), 11st 1lb (Mr Vids) 0  
An excellent start was witnessed, Cosmopolitan taking the lead with Cotswold in second place, Kingston on third and Coronet Rose in the rear. The field continued in this order until Bowington was passed. Going up the incline Kingston was observed to be rapidly overhauling Cotswold, and as Black Rock was passed he was observed to be in the van. Rounding the village bend, however, the order

changed, the field formed into close order, and an exciting run home was witnessed. Cosmopolitan was first past the winning post, beating Coronet Rose who was rapidly gaining on him by over a length, Cotswold taking the third position. Pari-mutuel payments were, winner \$32.50; first pony, \$14.50; second \$11.60. Time—2 min. 00/5 sec.

THE VALLEY STAKES.—A sweepstakes of \$10 each with \$3 0 added. Winner to receive 70 per cent; Second 20 per cent; and Third 10 per cent. For China ponies subscription griffins of this season 1906-1907. Weight for inches as per scale. Three quarters of a mile.

Mr Carruthers' Homoea, 10st 9lb (Mr Johnston) 1  
Mr Macdonald's Highland Heather, 10st 1lb o. w. (Mr Gegg) 2  
Messrs T. F. Hough and R. Shewan's Invergie's Hope, 11st 3lb o. w. (Mr Cox) 3  
Mr Hurstham's Wicked 10st 12lb (Mr Large) 0  
Mr Baxey's Big Rose 11st 4lb (Mr Master) 0  
Mr Stewart's Off Chance 11st 1lb (Mr Gresson) 0

In this race a field of six faced the starter, and as the flag dropped Homoea sprung into the lead, the rest of the field being bunched behind with the exception of Big Rose who brought up the rear. As the incline was approached Homoea still led, Off Chance being second, Invergie's Hope third, Big Rose fourth with Highland Heather and Wicked bringing up the rear. On emerging from behind the rock Invergie's Hope led the field, Homoea falling back to second place with Off Chance third. As the village was approached Big Rose got into the third position, and as the straight was entered Homoea again drew ahead of the field with Invergie's Hope second and Big Rose third. Invergie's Hope then drew up on Homoea and the pair raced neck and neck, Big Rose who was hugging the rails steadily gaining on the pair. The final sprint home was well worth seeing, and the ponies passed the Judge's box in the following order:—Homoea, 1; Highland Heather, 2; Invergie's Hope, 3. Three lengths separated the first and second ponies, about half a length separating second and third. The pari paid a dividend of \$15.40 on the winner and \$8.40 for a place, \$10.50 on Highland Heather, and \$11.70 on Invergie's Hope. Time—1 min. 34-4/5 sec.

THE MAIDEN STAKES. Value \$500. Second to receive \$150; and Third \$50. For China ponies, bona fide griffins on date of entry. Weight for inches as per scale. Subscription griffins of this season 1906-1907 allowed 7 lb. Entrance \$10. Three quarters of a mile.

Mr East Marala, 11st 4lb (Mr Moller) 1  
Mr John Peel's Southdown, 10st 9lb (Mr Gresson) 2  
Mr Baxey's Dwarf Rose, 10st 12lb (Mr Master) 3  
The Maiden Stakes brought forth only three starters, but they got well away, Southdown leading, Marala in second position and Dwarf Rose in the rear. Going up the incline Marala overtook Southdown, and led by three-quarters of a length, Dwarf Rose at this stage being some seven lengths behind. The order round to the village was processionary, but Marala had a big lead, which he increased as the straight was entered and won the race hands down. There was a good race for second place between Southdown and Dwarf Rose, the former winning by a neck. The dividend paid on Marala was \$6, while he paid \$6.80 for a place. Time—1 min. 34 sec.

THE FOCHOW CUP.—Value \$300. Second to receive \$100; and Third \$50. For China ponies, Weight for inches as per scale. Ponies who have run at any previous meeting and not won a race and griffins allowed 5 lb. Subscription griffins of this season 1906-1907 allowed 7 lb. Jockeys who have never had a winning mount allowed 5 lb. Entrance \$10. Two miles.

Mr Baxey's Glorious Rose, 11st 1lb (Mr Master) 1  
Mr John Peel's Quorn (late Norland) 11st 1lb (Mr Gresson) 2  
Mr Brutton's Preston (late Reathorn) 10st 10lb (Vids) 3  
Mr Copenhagen's Crisis, 10st 12lb (Mr Zahn) 0  
Mr Ellis Kadoorie's Indian Chief, 10st 1lb (Mr Mackie) 0  
Mr H. P. White's Zepeter, 11st 1lb (Mr Dupree) 0  
Mr Wingard's White Blaze, 11st 1lb (Mr Cox) 0

With Quorn on the rails, Zepeter next and Indian Chief on the outer course the field got a splendid start after many false alarms. Passing the Judge's box for the first time Zepeter was in the van with Quorn second and Glorious Rose third, the rest of the field being bunched, with Preston bringing up the rear. All the ponies were hard held in the preliminary mile, and kept well together throughout. As the football stand was passed Zepeter still maintained his lead, Indian Chief being in the second, Glorious Rose in the third and White Blaze in fourth position. Passing the stand for the second time the order was Zepeter first with Indian Chief and White Blaze racing neck and neck in second place. Zepeter kept the position by the rails, and passing Bowington shot ahead with White Blaze. Beyond the football stand White Blaze led by a length from Zepeter, Preston drawing into third position and Quorn falling to the rear. Going down the incline White Blaze led by several lengths, Glorious Rose drawing into second position while Preston followed in third. Passing the village Glorious Rose was given her head and rapidly overhauled White Blaze, running home an easy winner while White Blaze fell hopelessly to the rear, Quorn being second in and Preston third. The pari paid \$8.30 on the first pony, \$9.70 on the second and \$18.40 on the third, the dividend being \$16.70. Time—4-36-3/5.

THE TRAIL PLATE. Value \$500. Second to receive \$150; and Third \$50. For China ponies, bona fide griffins on date of entry.



Weight for inches per scale. Subscription griffins of this season 1906-1907 allowed 7 lb. Winner of the Maiden Stakes 7 lb extra. Jockeys who have never had a winning mount allowed 5 lb. Entrance \$10. From the 10 mile post once round and in.

Mr John Peel's Southwell, 10st 9lbs (Mr Johnston) 1  
Mr Fas' Black Pansy, 10st 9lbs (Mr Moller) 2  
Mr Buxey's Melrose, 10st 12lbs (Mr Master) 3  
Mr Ellis Kadoorie's Zulu, 10st 9lbs (Mr Zaho) 0

Although there were only four starters, five ponies were on the field. At the start Melrose was on the rail, with Southwell, Black Pansy and Zulu Chief in the middle. Black Pansy went off at the start, followed by Zulu Chief and Southwell. In the straight Melrose had drawn into third place. At Bowington Black Pansy led from Zulu Chief, the latter being afterwards displaced by Melrose, Southwell being last. Going up the hill Melrose overtook Black Pansy and led by half a length. Mr. Moller kept advantage until at the village, where Black Pansy challenged and drew ahead, with Southwell second and Zulu Chief third. A spirited dash ended in Southwell getting home first. Time 2m 23.5. The pari-mutuel paid the winner \$14.50 and \$8.70 on the first at \$5.00 on the second.

THE GAMBON CUR—Presented by the Officers of the Garrison. Second to receive \$300; and Third \$50. For China ponies subscription griffins of any season. Weight for inches per scale. Winners at previous meetings barred. Previous winners at this meeting 7 lb. extra. Jockeys who have never had a winning mount allowed 5 lb. Entrance \$10. One mile.

Mr. J. G. Clark's Vagabond, 10st 7lb (Mr Moller) 1  
Mr J. G. Clark's Vagabond, 10st 7lb (Mr Clark) 2  
Messrs T. F. Hough and R. Shaw's The Skean Dhu, 11st 11lb (Mr Cox) 3  
Mr Buxey's Autumn Rose, 11st 11lb (Mr Gresson) 0  
Mr Leland's Robbie, 10st 12lb (Mr Gresson) 0  
Mr Moggie's Saladin, 10st 12lb (Mr Moller) 0

Nine ponies got well away with Autumn Rose and No. Wanchew heading the field. At Bowington No. Wanchew took the lead, Saladin being in second place, Autumn Rose third and Nigel fourth. Ascending the incline Autumn Rose challenged and replaced No. Wanchew while the Skean Dhu drew up to the front. A fine race was put up passing the village, where the Skean Dhu gained several lengths on the field, and Autumn Rose fell out of the running. Nigel and Vagabond responded to the whip, however, coming up the straight, the latter proving himself the better horse and running in an easy winner, Vagabond being second and the Skean Dhu third. Pari payments were \$6.20 on the first pony, \$14.90 on the second and \$12.00 on the third. Dividend—\$6.80.

Time—2m 11.10 sec.  
THE LUSTIANO CUR—Presented by the members of the Club Lusitano. For China ponies subscription griffins of any season. Weight for inches per scale. Subscriptions griffins of this season 1906-1907 allowed 7 lb. Previous winners 7 lb. extra. Entrance \$10. One mile.

Mr Buxey's Spring Rose, 11st 11lb (Mr Master) 1  
Mr C. H. Ross's Ben Eion, 10st 12lb (Mr Dupree) 2  
Mr Ellis Kadoorie's Manchurian Chief, 10st 12lb (Mr Moller) 3  
Messrs T. F. Hough and R. Shaw's The Skean Dhu, 11st 11lb (Mr Cox) 0  
Mr John Peel's Hentfort, 10st 12lb (Mr Gresson) 0

A fine race. Before the bell rung Ben Eion was on the rails with Manchurian Chief next, Melrose third, Ben Eion fourth, and Pride of Cadzow on the outer course. A good start. Manchurian Chief got away first, Ben Eion being second, and Benfort third. This order was maintained at the bend, the latter having now got well ahead. At the foot of the bank Ben Eion closed up with Cadzow third and Spring Rose last. Manchurian Chief still maintained her lead past the rock, the others following in the order already named. All the horses were seen together past the village, and Manchurian Chief led into the straight with Ben Eion second, and Spring Rose third, but the last named dashed ahead and won by a length from Ben Eion. Time 2m 07.35. The pari-mutuel paid, Winner \$14.50; Placed horses \$8.10 and \$8.70.

THE HONGKONG CLUB CUR—Presented by the members of the Hongkong Club. Second to receive \$150; and Third \$50. For China ponies. Weight for inches per scale. Subscriptions griffins of this season 1906-1907 allowed 10lb. Previous winners at this meeting 5 lb. extra. Entrance \$15. One mile and a half.

Mr Buxey's Triumph Rose, 11st 11lb (Mr Master) 1  
Mr F. B. Marshall's Tip Cat, 11st 11lb (Mr Moller) 2  
Mr Fas' Black Pansy, 11st 11lb (Mr Moller) 3  
Mr Brutton's Kingston (late Exchange King), 11st 11lb (Mr Brutton) 0  
Mr John Peel's Ard Patrick, 11st 11lb (Mr Gresson) 0

Triumph Rose took up a position on the rails, with Comanche next, then Tip Cat alongside of which was Ard Patrick, with Kingston on the outer course. Tip Cat led the field with Comanche in second place, Kingston third and Triumph Rose fourth, Ard Patrick being a long way behind. Going up the incline Tip Cat increased his lead, the remainder of the

field opening out. Open order was the style in which the field passed the village, but it closed up again when passing the Judge's box for the first time. Tip Cat leading with Kingston second and Triumph Rose third. The order was the same when the foot of the bank was passed when Triumph Rose began to close up assuming the lead while ascending the hill, Tip Cat being second and Kingston third. Passing the rock Ard Patrick's jockey made an effort to overtake the field, but the pony was unequal to the task and it was soon apparent that his chance was hopeless. As the village was passed Triumph Rose increased his lead by several lengths, and continued to draw ahead as he entered the straight, romping home an easy winner. Tip Cat was second and Comanche third. The pari-mutuel paid a dividend of \$9; \$4.90 on the first pony and \$10.90 on the second. Time—3m 15 sec.

THE RACING STAKES—Value \$900. Second to receive \$100; and Third \$50. For China ponies, subscription griffins of this season 1906-1907. Weight for inches per scale. Previous winners barred. Unplaced runners and jockeys who have never had a winning mount allowed 5 lb. Allowances accumulative. Entrance \$10. Five furlongs.

Mr C. Paul Chatter's Rust, 10st 9lbs (Mr Master) 1  
Mr F. B. Marshall's Dispenser, 11st 11lb (Mr Moller) 2  
Mr D. Macdonald's Highland Bonnet, 10st 11lb (Mr Clark) 3  
Mr Buxey's Big Rose, 11st 11lb (Mr Gresson) 0  
Mr O. Flynn's Dublin, 10st 10lbs (Mr Gresson) 0

Mr F. G. Scott's Sangre, 10st 11lb (Mr Hickman) 0  
Mr J. Gray Scott's Whitehaven (late Hickman) 0  
Messrs T. F. Hough and R. Shaw's The Skean Dhu, 11st 11lb (Mr Cox) 0  
Messrs T. F. Hough and R. Shaw's The Skean Dhu, 11st 11lb (Mr Cox) 0

Mr Ellis Kadoorie's Moorish Chief, 11st 11lb (Mr Moller) 0  
Mr Magpie's Cherub, 10st 12lb (Mr Dupree) 0  
Mr C. H. Ross's Ben Wyvis II, 11st 11lb (Mr Johnston) 0  
Mr A. J. Williams' Brython, 11st 11lb (Mr Large) 0

There was a big field, no fewer than thirteen starters. They all got away well when the bell rang. Big Rose taking the premier position, with Moorish Chief second. Up the hill the field began to spread, and Ben Wyvis assumed command. This he was not allowed to hold long, and had to give way to Rust and Dispenser. A neck and neck followed to the post, Rust being the first to pass, with Dispenser a neck behind and Highland Bonnet third. Time, 1m 10. A dividend of \$11.20 was paid on the winner, and that on the placed horses being \$6.90, \$10.40 and \$25.90.

## BUMPS AND BRAINS.

## CHINESE PHRENOLOGY.

Professor Giles has the following article in the Daily Graphic:—Phrenology, as a science, has been familiar to the Chinese for many centuries past, and it is worth remarking that the earliest notice of it in Chinese literature is by a famous philosopher known as Hsiao Tzu, of the third century B.C.—a denunciation of its principles and practices as charlatanism and humbug. This attack was directed especially against those quacks who began to stretch the function of phrenology beyond the outward expression of emotions and intellect, and directed to the surface of the head, to prophesy and direct for guidance in regard to the future of each individual. How far he succeeded may be judged from the fact that in any town in China, at the present day, may be found "professors" of phrenology, who, for a small fee, will examine your head and advise you on marriage or other risky investments.

In regard to the head, Chinese investigators, especially in recent times, have always shown a marked preference for the face; and three fifths, perhaps, of what has been written by them would come rather under the head of physiognomy. Not only, however, are these two branches brought together in the same category, but palmistry (of the feet as well as of the hands) is also included.

The skull, colloquially known as the "brain bag," is considered to be most perfect when it is round, with a tendency towards a conical rising at the top, the latter feature indicating great intellectual powers. A "bald" face, with a broad flat top to the head, means vacillation and indecision. Of the brain itself, we might expect, but little is known. It is regarded, among other things, as the source and reservoir of memory.

The most important parts of the skull are the forehead and the occiput, the latter of which is called the "pillow-bone." Generally speaking, a high and broad forehead gives good hope of long life. There are, however, many other details to be taken into consideration.

Bumps and depressions of the occiput play an important part. These terms are represented in the language by two simple terms, "rich" and "poor," which may be described as an inverted tau and an embossed respectively. Carefully-made diagrams of the head, with bumps and depressions duly marked and appraised, are to be found in all good native works on phrenology. Taking a diagram of the occiput as an example, we find two connected bumps, low down at the back of the head, to denote a martial temperament; a bump nearer the top, shaped like an egg lying on its side, to denote truthfulness and honesty; two similar egg-shaped bumps, but standing on end, one on each side of the head, to denote a fiery temperament and great self-confidence; two crescent-shaped bumps between the last two to denote longevity; a shaped bump, to denote liberal-mindedness; three small bumps above a ridge to denote intelligence; and so on.

A thin pointed nose is a sign of homicidal tendencies. Philoprogenitiveness is placed in the cheekbones, any prinkiness of which is fatal to the Chinaman's dearest wish—a family of sons.

In conclusion, it may be said that the Chinese believe the outer configuration of the skull to be dependent upon the shape of the brain within, and that they connect certain moral qualifications with certain bumps and depressions found on the skull. In conformity with the Confucian dogma that man was born good, and becomes evil only by his environment, so they further believe that bumps and depressions are developed on the surface of the skull by influences from within, which influences, in their turn, have been inspired from without.

## A CELESTIAL CONFIDENCE TRICK?

(By "W. F." in Pall Mall Gazette.)

Now, unless the conventional "little bird" has taken to telling "terminological inexactitudes," our present Mandarins, at the instigation of these others at Peking, are about to afford the Empire—and particularly the Indian portion of it—a very interesting and realistic reproduction of the substantial chop in an effort to gain an imaginary joint of meat. Unless, indeed, the Unionist Press at home supports the efforts now being made from the side of India to avert such a mischievous piece of folly. Little wonder need there be, after the revelation of the nature of the Chinese opium proposals which the celebrated Peking correspondent of the "Times" has said that Sir E. Grey should have conveyed the nature of these from the Unionist Opposition in "the House," when announcing that they were receiving sympathetic consideration. Really, their colonial impudence is almost sufficient to cause the great Pan—who knew his Mandarin—to turn in his grave. For Peking actually assumes that British officials and merchants in India are so corrupt and untrustworthy that it is necessary for China to send a member of that just, honest, and reliable class—her Mandarins—to be installed in India to investigate and supervise their proceedings. But here is a review of these proposals as given by Dr. Morrison gives them, and his description of them, unless my native friends are quite mistaken, is far more accurate than any other statement. Peking first requires that the Indian opium trade with China shall be entirely suppressed within the next ten years. Next, the writer supposes on account of Peking's knowledge that the British Government is in the habit of evading, ignoring, or repudiating its solemn engagements, unless confronted by some force, that the nominal duty is to be established in India, to, as it were, pin its Government down and prevent any trickery! The third condition requires that the present export duty on Indian opium shall be always subjected to so many unauthorised and vexatious seizures before it reaches the Chinese purchaser that the nominal duty is in reality there is to be "an arrangement" with the Hongkong authorities regarding the prevention of the entry into China of prepared opium. As to this, of course, Hongkong, the third port of the British Empire, being a Crown Colony, must submit to whatever conditions the Little Englander may choose to impose.

There is a big field, no fewer than thirteen starters. They all got away well when the bell rang. Big Rose taking the premier position, with Moorish Chief second. Up the hill the field began to spread, and Ben Wyvis assumed command. This he was not allowed to hold long, and had to give way to Rust and Dispenser. A neck and neck followed to the post, Rust being the first to pass, with Dispenser a neck behind and Highland Bonnet third. Time, 1m 10. A dividend of \$11.20 was paid on the winner, and that on the placed horses being \$6.90, \$10.40 and \$25.90.

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These who control the policy of the Chinese Government have not (and for three centuries their predecessors never have) any motive in testing opium on a policy of make-believe assignment at their expense. Before this contemplated mischief is done in India, therefore, the effects of it should be brought before the public at home. But here are the facts in a nutshell.

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handita, smugglers, and "toughs" that was a step that the writer always persecuted Southern high officials to take as far back as 70. Neither in the suppression of opium smoking in the foreign-drilled troops anything new, or, for that matter, is a vigorous crusade against it amongst the officials. Unfortunately, though, this never affected the great majority of the real rulers of China. Therefore, it behoves our present orator-ready-to-muddle-and-muddle Mandarins to pause, lest instead of assisting China into the paths of righteousness, the cant torn apparently for a mischievous and wholly uncalculated, at the present stage, surrender of India's interests—they should merely produce a widespread destitution in that empire, and lay additional burdens on her already hardly pressed taxpayers, to fill the pockets of Mandarin monopolists of the home-grown drug in China. How very serious the loss to India would be the following figures disclose. The Indian revenue from the sale of opium during the year ending 1905 amounted to \$3,021,400, whilst the total revenue of that Empire is less than \$85,000,000. But, to take only the Patna district, or rather division, of India (about 23,875 square miles), which contains a population of over 16,000,000 of our native fellow-subjects, the amount of suffering and misery that the extinction of this industry in nine years would cause would be enormous. Surely, therefore, the reports and returns from the Anglo-Indian Government Opium Agency at Patna might be now studied with advantage by our Little-Englanders, unless, indeed, those of them in the Cabinet desired to "revivify" India's policy to their calamitous colonial ruin.

In conclusion, the writer who has seen the evil effects of opium for many years in China every day of his life there, would be the last to advocate the continuance of the present Indian trade in it, should the evil habit ever really be got under control; but, till undeniable evidence of this is really to hand, the only step for our Government to take is to attempt to find a solution of the problem of what is to be done with the land and the people, in the day should come when opium smoking in China is really about to "take the past." But this, bearing in mind the little progress that up-to-date Japan has been able to effect amongst the small Chinese population of Formosa, despite all her valiant endeavours and efficient methods in the period of ten years, seems to the writer at the best but a pleasant dream, at the worst a Mandarin attempt to play a political confidence trick on a too innocent and credulous British Prime Minister.

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STREET, at present occupied by Messrs.  
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Hongkong, 1st February, 1907. [325]

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Building, No. 5, Queen's Road Central, suitable  
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5 Rooms with Out Houses, occupation from  
1st proximo.  
Apply to—  
DAVID SASSOON & Co., Ltd.  
Hongkong, 31st January, 1907. [316]

TO LET.  
2 FOUR-ROOMED HOUSES at Praya  
East, near East Point.  
Apply to—  
JARDINE, MATHESON & CO.  
Hongkong, 3rd January, 1907. [137]

TO LET.  
2ND FLOOR of No. 6, ICE HOUSE  
STREET, Centrally situated and within  
easy reach of the principal Banks and business  
houses. Apply on the premises to—  
TATA & CO.  
Hongkong, 24th December, 1906. [105]

TO LET.  
A HOUSE in KNOTSFORD TERRACE  
KOWLOON.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.  
Hongkong, 1st August, 1906. [92]

TO LET.  
IN ALEXANDRA BUILDINGS Small  
Office on Second Floor.  
Apply to—  
SECRETARY,  
A. S. WATSON & Co., Ltd.  
Hongkong, 4th January, 1907. [150]

TO LET.  
OFFICE TO LET.  
ONE ROOM in PRINCE'S BUILDINGS from  
1st February. Rent \$50 per month.  
Apply to—  
REUTER, BROCKELMANN & Co.,  
Princed Buildings.  
Hongkong, 29th January, 1907. [299]

TO LET.  
"GREENWOOD" CAUSE ROAD, suitable  
for a Boarding House or Club.  
No. 4, CONDUIT ROAD.  
No. 73, WYNDHAM STREET.  
"BANGOUR" PEAK.  
BUNGALOW (furnished) at New Territory,  
Kowloon, 4 Rooms, Low Rental.  
BEACONFIELD ARCADE, Fine Shops,  
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No. 15, QUEEN'S ROAD CENTRAL,  
Top Floor, (over Calbeck MacGregor).  
BELLILLO TERRACE HOUSES,  
ROBINSON ROAD.  
TO LET OR FOR SALE.  
NEW HOUSE on MOUNT KELLET, Five  
Rooms, on Rural Building Lot No. 117.  
Apply to—  
LINTSEAD & DAVIS  
3rd Floor, Alexandra Buildings.  
Hongkong, 2nd November, 1906. [102]

TO LET OR FOR SALE.  
FROM 1st JANUARY, 1907.  
NOS. 8, 9, 10, 12 and 14, HOLLYWOOD  
ROAD.  
Nos. 1, 2, 3, 4 and 5 SUN WAI LANE.  
Apply to—  
ARRATON V-APCAR & CO.  
No. 15, Wyndham Street.  
Hongkong, 24th October, 1906. [101]

TO LET—FURNISHED.  
"LEWKNOR," No. 116, PEAK. April  
to end September.  
Apply to—  
M. W. SLADE,  
Princed Buildings.  
Hongkong, 24th January, 1907. [300]

TO LET.  
RAVENSHILL WEST No. 3, PARK  
ROAD.  
Apply to—  
DEACON, LOOKER & DEACON.  
Hongkong, 5th December, 1906. [104]

TO LET.  
FROM 1st MARCH, 1907.  
No. 3, CARNARON VILLAS, No. 6,  
LOCHIEL TERRACE, Kowloon.  
Apply to—  
HEWAN & CO.  
No. 15, Connaught Road, West.  
Hongkong, 1st February, 1907. [324]

TO LET.  
No. 27, SEYMORE ROAD.  
4 New Houses in KEW EDY ROAD, near  
Wai Chai.  
No. 99 & 91 GODOWN PRAYA EAST.  
Apply to—  
SAM WANG CO. LTD.,  
31, Queen's Road Central.  
Hongkong, 13th November, 1906. [103]

TO LET.  
FROM THE 2ND WEEK IN APRIL NEXT.  
"IAN MOR" PEAK ROAD, Six Good  
Rooms, 3 Bath Rooms, Drying and  
Store Rooms, Grass Tennis Court. Moderate  
rental to good tenant.  
Apply to—  
HUMPHREYS ESTATE &  
FINANCE CO. LTD.  
Hongkong, 18th December, 1906. [117]

TO LET.  
No. 1, WEST END TERRACE, Shamoon,  
Canton.  
Apply to—  
HONGKONG LAND INVESTMENT & AGENCY CO. LTD.  
Hongkong, 11th December, 1906. [91]

## SIR ROBERT HART.

## REUTER'S CLEVER GUSS.

According to a statement in the *Tribune* Sir Robert Hart is about to return to England on two years leave of absence and is not expected to return to China. Up to this point the London journal, which is reported to enjoy close relations with the present Government, may be well-informed. It goes on to say, however, according to the telegraphic summary of its statement, that Sir Robert Hart's action in the outburst of the position in which he has been placed by the appointment over him of two Chinese Commissioners-General of Customs. We are tempted to think that, if the Inspector-General of Customs is about to retire from a long and successful administration of the Imperial Maritime Customs, the interpretation put upon the step by the *Tribune* is hardly a fair or correct one. The famous decree appointing their Excellencies Tang Shao-yi and T'ien T'ung Commissioners-General of Customs was issued on May 9th, and it was open to the Inspector-General to hand in his resignation at once to the Chinese Government. On all sides it was expected that Sir Robert Hart would adopt this step, as being the only course consonant with his own dignity and with the prestige of the nation to which he belongs. For reasons which have been discussed, however, Sir Robert Hart decided to remain in office, he accepted publicly the assurance of the Chinese authorities that no slight was intended upon himself or his office, and he instructed the Service to fall in with his own views. In spite of this somewhat weak surrender, as it seemed to many, Sir Robert Hart's position was warmly challenged by the British Press, the China Association and by members of Parliament, and representations on the subject were made to Peking. These, as we know, were not couched in as strong terms as many would have desired, and produced little more than equivocal replies or protestations of innocence on the part of the Viceroy and the new Customs Board, the Shunchei. Meanwhile, however, other circumstances were working towards a return to the status quo ante the Edict of May 9th, although some credit must be given to the agitation started in Great Britain to save, as it was thought, Sir Robert Hart in spite of himself. Domestic politics in Peking were undergoing somewhat unexpected modifications. The Manchus had decided to reassert himself at the expense of the party of progress and reform represented by H.E. Yuan Shih-kai, and the spoliation of the Viceroy of Chihli began. It is not contended that the star of this able and vigorous former has set; but for the moment it is under a cloud and there is no clear indication of its actual movements. A fresh slanting of the cards in Peking's New Year's gift, or an indication on the part of his enemies may change the appearance of the whole political situation; but, as things are now, the great Viceroy has lost ground in the Imperial favour and his prestige are implicated in his effacement. Whether this be the correct explanation of the circumstances that called forth the issue of the "one man, one post" Edict or not, the fact remains that H.E. Tang Shao-yi, who is one of Viceroy Yuan Shih-kai's men, had also to resign his plurality of offices in favour of one principal post. The incidence of these official changes effectively put a check to the activity of the Shunchei, which within a very brief period of existence had shown itself capable of boldness and mischief. Whether from a desire on the part of the Chinese Government, as we should like to think, to fall in with Great Britain's wishes or merely with the object of perfecting their administrative system, the Customs Board to-day stands alone of the two prominent Directorates becomes a minor department, which might well continue to exist without interfering with Sir Robert Hart or injuring the prestige of his office. It cannot be therefore, that the Inspector-General should have waited nine months until the trouble has been virtually overcome, before he takes a step which could only have been taken with any consistency immediately after the issue of the Customs Edict. We should prefer to think that Sir Robert Hart has not been justified in his action in remaining in office by having practically outlived the off-putting Shunchei and is now at liberty to take the rest to which his long and brilliant service entitles him. His decision to go on leave of absence before resigning his post will enable the British Government to be more accurately informed regarding the measure of vitality possessed by the Shunchei before it is necessary to appoint a successor to Sir Robert Hart. On this subject of the future of the Inspector-General on which it might have materially added our knowledge the *Tribune* appears to be silent, but it is the point in which the keenest interest will centre in the Far East.—N.C. Daily News.

## LATEST STEAMER MOVEMENTS.

The P. & O. str. *Bunga* left Singapore for this port on the 18th inst., at 1 p.m.

The C.N. str. *Chascha* left Sydney on Sunday, the 17th inst., and may be expected here on or about the 13th March.

The C.N. str. *Taming* left M. S. on the 18th inst., at 4 p.m., and may be expected here on Friday, the 22nd inst., at 8 a.m.

The N.Y.K. str. *Kawachi Maru* (Bombay line) left Kobe on Monday, the 18th inst., and is expected to arrive at Shanghai on the 25th inst.

The C.P.R. str. *Empress of India* arrived at Nagasaki at 8 p.m. on Monday, the 18th inst., and left again at 3 a.m. on Tuesday for Kobe, where she is due to arrive at 3 a.m. on Wednesday, the 20th inst.

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26, DES VOEUX ROAD CENTRAL.  
Hongkong, 18th January, 1907. [39]

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THERAPION No. 18 is a powerful purgative, and is especially adapted for the treatment of the bowels, and for the relief of the most distressing cases of constipation, and for the treatment of the most distressing cases of constipation, and for the treatment of the most distressing cases of constipation.

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Festival, Tables of Money, Weights and  
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TREATIES WITH CHINA

Great Britain—Nanking, 1842; Tientsin,  
1858; Tariff Agreement and Rules, 1859;  
Convention, 1860; Rules for Joint Investiga-  
tion of Customs Seizures, 1869; Chofoo,  
1876, with Additional Article; Opium Con-  
vention, 1883; Chungking Convention, 1891;  
Tibet Sikkim Convention, 1890; Burmah  
Convention, 1897; Kowloon Extension, 1898;  
Weihaiwei 1898; Convention, Commercial;  
Shanghai, 1902; Emigration Convention,  
1904.

France—Tientsin, 1858; Convention, 1860;  
Tientsin, 1885; Conventions, 1886, 1887, and  
1895; Frontier Trade Regulations.

United States—Tientsin, 1858; Additional  
1868; Peking, 1880; Immigration, 1894;  
Commercial, 1903.

Germany—Tientsin, 1861; Peking, 1880;  
Kiaochow Convention, 1898; Railway and  
Mining Concession, 1898.

Japan—Shimonoseki, 1855; Liaoning Con-  
vention, 1855; Commercial, 1866; New Ports  
1866; Supplementary Convention, 1903.  
Russia—St. Petersburg, 1881; Russian Land  
Trade, 1881.  
Portugal, 1888; Commercial Treaty, 1904.  
Final Protocol made between China and  
Eleven Powers, 1901.

TREATIES WITH JAPAN

Great Britain, 1894; Danes Convention, 1895;  
Russia, Agreements as to Corea; United  
States, Extraterritorial Treaty, 1886; Great  
Britain (Alliance) 1901; Russia (Peace  
Treaty) 1905.

TREATIES WITH COREA

Japan, 1876; Japan Supplementary, 1876;  
Japan, 1895; United States, 1882; Great  
Britain, 1899.

TREATIES WITH SIAM



## SHIPPING.

**ARRIVALS.**  
**ARRATOON APCAR**, British str., 2,931, A. E. Stewart, 18th Feb.—Calcutta 2nd Feb. and Straits 13th Feb. General.—David Sassoon & Co. Ltd.  
**GREGORY APCAR**, British str., 2,931, S. H. Belsom, 18th Feb.—Nagasaki 14th Feb. General.—David Sassoon & Co.  
**HAK TA MARU**, Japanese str., 3,819, S. Mura, 19th Feb.—Shanghai 16th Feb. General.—Nippon Yusen Kaisha.  
**KIANGCHING**, Chinese steamer, 19th Feb.—from Canton.  
**KWONGHONG**, British steamer, 19th Feb.—from Canton.  
**NIKKO MARU**, Japanese str., 5,331, E. A. Hawwell, 19th Feb.—Nagasaki 15th Feb. General.—Nippon Yusen Kaisha.  
**NIOBE**, German steamer, 19th Feb.—from Amoy.  
**PRONTO**, Norwegian steamer, 19th Feb.—from Canton.  
**TREMONT**, American str., 9,604, Garlin, 19th Feb.—Seattle and Manila 17th Feb. General.—Dodge & Co. Ltd.  
**TRIUMPH**, German steamer, 19th Feb.—from Canton.

## DEPARTURES.

**ARABIA**, German str., for Portland.  
**HAILEN**, French str., for Haiphong.  
**HAINAN**, British str., for Haiphong.  
**HONGKONG**, French str., for Haiphong.  
**HUNAN**, British str., for Saigon.  
**KANON**, Norwegian str., for Saigon.  
**MANILA**, British str., for Yokohama.  
**MINNAMA**, American str., for Seattle.  
**NICHIEI MARU**, Japanese str., for Shanghai.  
**SHOSHU MARU**, Japanese str., for Shanghai.  
**SUMA MARU**, Japanese str., for Saigon.  
**TEAN**, British str., for Manila.  
**TENSHIN MARU**, Japanese str., for Singapore.  
**TOKYO**, French str., for Shanghai.  
**TOKA MARU**, Japanese str., for Seattle.  
**TUBANE**, French str., for Europe.  
**WAIBING**, British str., for Canton.  
**YIANG**, British str., for Canton.

## SHIPPING REPORTS.

The British str. *Arratoon Apar* reports: Fine clear weather from port to port.  
 The British str. *Rubi* reports: Moderate wind from N.E., fine and clear to lat. 20 N.; thence fresh breeze and high sea to port.  
 The British str. *Gregory Apar* reports: Encountered heavy N.W. rain with blinding snowstorms, thence to Tientsin at dark gloomy sky, heavy rain and strong monsoon; thence to port fine clear weather with fresh monsoon.

## VESSELS IN DOCK.

**ARRIVALS DOCK.**—*Arratoon Apar*, *Gregory Apar*, *Hak Ta Maru*, *Kiangching*, *Kwonghong*, *Nikko Maru*, *Niope*, *Pronto*, *Tremont*, *Triumph*.  
**DEPARTURES DOCK.**—*Arabia*, *Haile*, *Hainan*, *Hongkong*, *Hunan*, *Kanon*, *Manila*, *Minnama*, *Nichiei Maru*, *Shoshu Maru*, *Suma Maru*, *Tean*, *Tenshin Maru*, *Tokyo*, *Tokamaru*, *Tubane*, *Waibing*, *Yiang*.

## VESSELS ON THE BERTH

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 Hongkong, 19th February, 1907.

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 Capt. Hodgins, will be despatched for the above ports on FRIDAY, the 22nd inst., at 8 a.m.  
 For Freight or Passage, apply to  
**DOUGLAS LAFRAIK & Co.,**  
 General Managers.  
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 Hongkong, 19th February, 1907.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	DEVANHA	Brit. str.	—	T. H. Hide	P. & O. S. N. Co.	On 23rd inst., at Noon.
LONDON & ANTWERP	GLAMORGANSHIRE	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	On 23rd inst., at Noon.
LONDON & ANTWERP	NYANZA	Brit. str.	—	Verron	P. & O. S. N. Co.	On 23rd inst., at Noon.
MARSEILLES, HAVRE & HAMBURG	AUSTRALIEN	Ger. str.	k.w.	Wunderberg	HAMBURG-AMERIKA LINIE	On 23rd inst., at Noon.
MARSEILLES, HAVRE & HAMBURG	FLAVONIA	Ger. str.	k.w.	C. Mahrath	HAMBURG-AMERIKA LINIE	On 23rd inst., at Noon.
MARSEILLES, HAVRE & HAMBURG	PRUSSIAN	Ger. str.	k.w.	R. Webster	HAMBURG-AMERIKA LINIE	On 23rd inst., at Noon.
MARSEILLES, HAVRE & HAMBURG	GLIMMERBET	Ger. str.	k.w.	Sachs	HAMBURG-AMERIKA LINIE	On 23rd inst., at Noon.
MARSEILLES, HAVRE & HAMBURG	SAXONIA	Ger. str.	k.w.	Russ	HAMBURG-AMERIKA LINIE	On 23rd inst., at Noon.
MARSEILLES, HAVRE & HAMBURG	BEASLIA	Ger. str.	k.w.	Schulche	HAMBURG-AMERIKA LINIE	On 23rd inst., at Noon.
MARSEILLES, HAVRE & HAMBURG	HELVETIA	Ger. str.	k.w.	Schulche	HAMBURG-AMERIKA LINIE	On 23rd inst., at Noon.
MARSEILLES, HAVRE & HAMBURG	KINA	Dan. str.	—	v. Dohren	HAMBURG-AMERIKA LINIE	On 23rd inst., at Noon.
MARSEILLES, HAVRE & HAMBURG	SCANTIA	Ger. str.	k.w.	Blaffer	HAMBURG-AMERIKA LINIE	On 23rd inst., at Noon.
MARSEILLES, HAVRE & HAMBURG	HAMBURG	Ger. str.	k.w.	Blaffer	HAMBURG-AMERIKA LINIE	On 23rd inst., at Noon.
MARSEILLES, HAVRE & HAMBURG	AUSTRIA	Ger. str.	k.w.	Blaffer	HAMBURG-AMERIKA LINIE	On 23rd inst., at Noon.
MARSEILLES, HAVRE & HAMBURG	MUSCASSER-GARTE	Ger. str.	k.w.	Blaffer	HAMBURG-AMERIKA LINIE	On 23rd inst., at Noon.
MARSEILLES, HAVRE & HAMBURG	AMERICAN	Brit. str.	—	T. W. Garlick	HAMBURG-AMERIKA LINIE	On 23rd inst., at Noon.
MARSEILLES, HAVRE & HAMBURG	EMPEROR OF JAPAN	Brit. str.	—	Hollman	HAMBURG-AMERIKA LINIE	On 23rd inst., at Noon.
MARSEILLES, HAVRE & HAMBURG	TREMONT	Am. str.	—	Hollman	HAMBURG-AMERIKA LINIE	On 23rd inst., at Noon.
MARSEILLES, HAVRE & HAMBURG	GLINFATG	Brit. str.	—	Hollman	HAMBURG-AMERIKA LINIE	On 23rd inst., at Noon.
MARSEILLES, HAVRE & HAMBURG	DAKOTA	Brit. str.	—	Hollman	HAMBURG-AMERIKA LINIE	On 23rd inst., at Noon.
MARSEILLES, HAVRE & HAMBURG	FRINZ WALDENHAB	Ger. str.	—	Hollman	HAMBURG-AMERIKA LINIE	On 23rd inst., at Noon.
MARSEILLES, HAVRE & HAMBURG	EASTERN	Brit. str.	—	Hollman	HAMBURG-AMERIKA LINIE	On 23rd inst., at Noon.
MARSEILLES, HAVRE & HAMBURG	THANAN	Brit. str.	—	Hollman	HAMBURG-AMERIKA LINIE	On 23rd inst., at Noon.
MARSEILLES, HAVRE & HAMBURG	CHANGHIA	Brit. str.	—	Hollman	HAMBURG-AMERIKA LINIE	On 23rd inst., at Noon.
MARSEILLES, HAVRE & HAMBURG	TIJPARAS	Dut. str.	—	Hollman	HAMBURG-AMERIKA LINIE	On 23rd inst., at Noon.
MARSEILLES, HAVRE & HAMBURG	CHONGSHING	Brit. str.	—	Hollman	HAMBURG-AMERIKA LINIE	On 23rd inst., at Noon.
MARSEILLES, HAVRE & HAMBURG	KWONGSANG	Brit. str.	—	Hollman	HAMBURG-AMERIKA LINIE	On 23rd inst., at Noon.
MARSEILLES, HAVRE & HAMBURG	VORWAERTS	Am. str.	—	Hollman	HAMBURG-AMERIKA LINIE	On 23rd inst., at Noon.
MARSEILLES, HAVRE & HAMBURG	ARRATOON APCAR	Brit. str.	—	Hollman	HAMBURG-AMERIKA LINIE	On 23rd inst., at Noon.
MARSEILLES, HAVRE & HAMBURG	MACHONIA	Brit. str.	—	Hollman	HAMBURG-AMERIKA LINIE	On 23rd inst., at Noon.
MARSEILLES, HAVRE & HAMBURG	BRASLIA	Brit. str.	—	Hollman	HAMBURG-AMERIKA LINIE	On 23rd inst., at Noon.
MARSEILLES, HAVRE & HAMBURG	TRIN LUWING	Ger. str.	—	Hollman	HAMBURG-AMERIKA LINIE	On 23rd inst., at Noon.
MARSEILLES, HAVRE & HAMBURG	LIBERIA	Ger. str.	—	Hollman	HAMBURG-AMERIKA LINIE	On 23rd inst., at Noon.
MARSEILLES, HAVRE & HAMBURG	KUKIANG	Brit. str.	—	Hollman	HAMBURG-AMERIKA LINIE	On 23rd inst., at Noon.
MARSEILLES, HAVRE & HAMBURG	HAICHING	Brit. str.	—	Hollman	HAMBURG-AMERIKA LINIE	On 23rd inst., at Noon.
MARSEILLES, HAVRE & HAMBURG	LOONGSANG	Brit. str.	—	Hollman	HAMBURG-AMERIKA LINIE	On 23rd inst., at Noon.
MARSEILLES, HAVRE & HAMBURG	RUBI	Brit. str.	—	Hollman	HAMBURG-AMERIKA LINIE	On 23rd inst., at Noon.
MARSEILLES, HAVRE & HAMBURG	TAMING	Brit. str.	—	Hollman	HAMBURG-AMERIKA LINIE	On 23rd inst., at Noon.
MARSEILLES, HAVRE & HAMBURG	ZAFIRO	Brit. str.	—	Hollman	HAMBURG-AMERIKA LINIE	On 23rd inst., at Noon.
MARSEILLES, HAVRE & HAMBURG	BOBRO	Ger. str.	—	Hollman	HAMBURG-AMERIKA LINIE	On 23rd inst., at Noon.
MARSEILLES, HAVRE & HAMBURG	KUMSANG	Brit. str.	—	Hollman	HAMBURG-AMERIKA LINIE	On 23rd inst., at Noon.
MARSEILLES, HAVRE & HAMBURG	GREGORY APCAR	Brit. str.	—	Hollman	HAMBURG-AMERIKA LINIE	On 23rd inst., at Noon.

## EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.  
**RUSSIAN EAST ASIATIC CO., LTD.**  
 ST. PETERSBURG & VLADIVOSTOK.

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION STEAMERS DATE OF SAILING.

MARSEILLES, HAVRE, COPEN- } "KINA" ... About 21st Feb.  
 HAGEN and BALTIC PORTS ...

For Further Particulars, apply to

**MELOCHERS & CO.,**  
 AGENTS.

Hongkong, 16th January, 1907.

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## HAMBURG-AMERIKA LINIE

## PASSENGER SERVICE.

BY the new steamers, "ERENANIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort and convenience in ocean travelling. They have very large cabins, provided with ONLY LOWER BERTHS. The cabins are amply and fitted with fans. Laundry on board. Doctor and Stewardesses carried.

These steamers call at PLYMOUTH homeward, at SCUTTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" and "SILESIA" carry first-class passengers. Returktickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

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# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	MACEDONIA	10 A.M. 22nd Feb.	Freight and Passengers.
LONDON, &c., via USUAL PORTS	DEVANHA	Noon, 23rd Feb.	See Special of Call.
LONDON and ANTWERP	NYANZA	About 27th Feb.	Freight and Passengers.
COLOMBO, PORT SAID and MARSEILLES			

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 19th February, 1907.

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	KAIFONG	On 22nd Feb., 4 P.M.
CEBU and ILOILO	KAIFONG	On 26th Feb., 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	TSINAN	On 6th Mar., 4 P.M.
YOKOHAMA and KOBE	CHANGSHA	On 18th Mar., 4 P.M.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

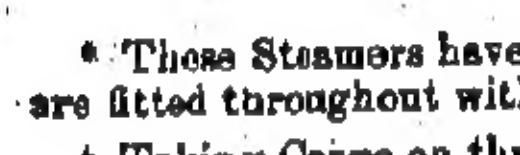
Hongkong, 19th February, 1907.

# OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

THE CO.'S S.S.

LEAVING—



\* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 19th February, 1907.

# CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUABILITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific to the "EMPERESS LINE." Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.

18 DAYS HONGKONG to VANCOUVER.

R.M.S.	PROPOSED SAILINGS (Subject to Alteration).	LEAVE HONGKONG	ARRIVE VANCOUVER
"ATHENIAN"	3,882	WEDNESDAY, 20th Feb.	16th Mar.
"MONTEAGLE"	6,183	WEDNESDAY, 27th Feb.	23rd Mar.
"EMPERESS OF JAPAN"	6,000	THURSDAY, 14th Mar.	1st Apr.
"TARTAR"	4,423	WEDNESDAY, 27th Mar.	20th Apr.
"EMPERESS OF CHINA"	6,000	THURSDAY, 11th Apr.	29th Apr.
"EMPERESS OF INDIA"	6,000	THURSDAY, 25th Apr.	13th May

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN, N.B. with the Co.'s NEW PALATIA "EMPERESS" Steamship 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £80; via New York £82.

Intermediate on Steamers

and 1st Class Railways

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate passengers only, at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and ACROSS THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

# "HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST	\$10.00
Do. Do. Small Edition	6.00
DIRECTORY OF PROTESTANT MISSIONARIES IN CHINA, JAPAN AND KOREA	0.60
CHILDREN OF THE EAST: A Social and Political Novel, by C. J. Halcombe	3.50
THE JUBILEE OF HONGKONG, being an Historical Sketch to which is added an Account of the Celebrations in 1891	1.00
THE HONGKONG TYPHOON, Sept. 18th, Illustrated Account	0.50
TEMPORARY MINING REGULATIONS IN CHINA	0.50
REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA	0.50
HONGKONG HANDBOOKS OF THE LEGISLATIVE COUNCIL, Published Annually	4.00
MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Lady Smith Relief Column	1.00
WARRIOR EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh	1.00
POLITICAL CHALLENGES TO MISSIONARY SUCCESS IN CHINA	0.25
TRADE MARK REGULATIONS IN CHINA	\$1.25
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HONGKONG WEEKLY PRESS, half yearly vol. bound	7.50
FIFTY YEARS ANGLICAN CHINESE CALENDAR, 1864 to 1913	2.00
RATES OF EXCHANGE AT HONGKONG, English Mail days 1874 to 1905	2.00
BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail days 1893 to 1905	1.00
CALLED OUT: or the Chung Wang's Daughter, an Anglo-Chinese Romance, by Chas. J. H. Halcombe	2.00
FROM PORTSMOUTH TO PEKING, VIA LADYSMITH, WITH A NAVAL BRIGADE (Cruise of H.M.S. Terrible)	1.00
SKETCH OF THE WEST RIVER	0.25
PLAN OF VICTORIA	1.00
" KOWLOON	0.75
" PEAK	0.75
" NEW TERRITORY	0.75
" CANTON	0.50
POWER OF ATTORNEY FORM	0.25

# IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.  
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR &amp; SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES.
PREUSSEN	WEDNESDAY 27th February
PRINZESS ALICE	WEDNESDAY 13th March
PRINZ LUDWIG	WEDNESDAY 27th March
* SACHSEN	WEDNESDAY 27th March
ZIETEN	WEDNESDAY 10th April
PRINZ REGENT LUITPOLD	WEDNESDAY 24th April
PRINZ EITEL FRIEDRICH	WEDNESDAY 8th May
BAIERN	WEDNESDAY 22nd May
PRINZ HEINRICH	WEDNESDAY 5th June
SCHARNHORST	WEDNESDAY 19th June
ROON	WEDNESDAY 3rd July

\* Conveying H.M. The King of Siam, carrying Second Class Passengers only.

ON WEDNESDAY, the 27th day of FEBRUARY, 1907, at Noon, the Steamship "PREUSSEN," Captain C. Mahrahn, with MAILES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 25th Feb. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 26th Feb. and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 26th Feb. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewards.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA AND GIBRALTAR	\$61 0 0	\$42 0 0	\$22 0 0
return	91 0 0	53 0 0	33 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	65 0 0	44 0 0	24 0 0
return	97 0 0	56 0 0	36 0 0

\* TO NEW YORK VIA SUEZ

via NAPLES, GENOA OR GIBRALTAR	84 0 0	44 0 0	26 0 0
return	115 0 0	73 0 0	47 0 0
via BREMEN OR SOUTHAMPTON	88 0 0	46 0 0	27 0 0
return	123 0 0	83 0 0	49 0 0

\* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passengers' expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA, instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERPRETATION OF THE VOYAGE IN EGYPT:

Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer from PORT SAID.

# JAPAN-CHINA-AUSTRALIAN LINE. VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMER	SAILING DATE
PRINZ WALDEMAR	3277 tons THURSDAY, 28th Feb.
PRINZ SIGISMUND	3302 tons THURSDAY, 28th Mar.
MANILA	1790 tons SATURDAY, 30th April

ON THURSDAY, the 28th February, at Noon, the Steamship "PRINZ WALDEMAR," Captain W. von Senden, with Mails, Passengers and Cargo, will leave this Port as above. The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class 2nd Class 3rd Class	1st Class 2nd Class
TO MANILA	\$50.— \$30.— \$20.—	return \$80.— \$50.—
TO NEW GUINEA	\$28.— \$18.10 \$14.00	return \$41.— \$27.15
TO BRISBANE	\$28.— \$20.— \$14.—	return \$54.— \$36.—
TO SYDNEY	\$23.— \$23.— \$15.—	return \$58.1 \$41.10
TO MELBOURNE	\$24.10 \$24.10 \$15.—	return \$62.5 \$44.5
TO YOKOHAMA	\$80.00 \$60.00 \$40.00	return \$170.0 \$120.
TO KOBE	\$95.00 \$70.00 \$50.00	return \$170.00 \$120.
TO YOKOHAMA and back from KOBE		
TO HONGKONG	\$140.00 \$100.00	

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer \$97. 0. 0.

TO EUROPE VIA AUSTRALIA AND AMERICA 96. 0. 0.

From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San Francisco by the O. & S.S. Co.'s steamers, and from New York to Europe by the Magnificent Express Steamers of N.D.L.

# SAILINGS OUTWARDS.

# EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA "PRINZ LUDWIG" ... Wednesday, 27th Feb.

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA "ZIETEN" ... Wednesday, 13th Mar.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co., O. & S.S. Co., T. K. K. and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following Rates:—

To London via Plymouth or Southampton 1st Class \$62. 0. 0.

To Bremen 63. 10. 0.

To Paris via Cherbourg 65. 0. 0.

To Naples, Genoa via Gibraltar 65. 0. 0.

Passage money payable in local currency at current eight Bank, rate of Exchange on the day of payment.

# NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS &amp; CO., AGENTS.

Cutler, Palmer &amp; Co.'s

SHIPPERS  
Cutler, Palmer & Co., London.AGENTS  
SIEMSEN & CO.,  
HONGKONG.THE UNRIVALLED  
KILLER.

# KEATING'S POWDER.

PAYAL TO INSECT LIFE  
Harmless to Everything Else  
Kills in Five and Sixty Seconds  
So quick sure you get KEATING'S.

IT KILLS  
FLEAS, BEETLES, BUGS, FLIES.

58

# VICHY'S

Genuine Natural Mineral Water  
SPRINGS OF THE FRENCH GOVERNMENTHOPITAL Diseases of the Stomach  
GRANDE-GRILLE Liver complaints  
CELESTINS Gout, Gravel, DiabetesVICHY-ETAT LOZENGES  
with the natural salts extracted from the WatersCOMPRIMES VICHY-ETAT  
Allowing any one to prepare sweetened  
alkaline water at home.

BEWARE OF FORGERY

# PASSENGER SEASON 1907.

# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

THROUGH STEAMER

FOR

# MARSEILLES AND LONDON.

VIA COLOMBO AND BOMBAY.

THE STEAMSHIP

# "MACEDONIA,"

10,500 TONS, CAPT. C. D. BENNETT, R.N.E.

WILL BE DESPATCHED AT NOON,

ON

SATURDAY, 23RD MARCH,

AND IS DUE IN MARSEILLES ON THE 20TH APRIL AND LONDON ON THE 27TH APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL WILL MAKE A FAST RUN TO MARSEILLES AND LONDON. THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

# FARES:

To MARSEILLES—£61 First and £42 Second SALOON,

To LONDON—£65 First and £44 Second SALOON.

For Further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 11th October, 1906.

1899

# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TIJIPANAS	JAVA	First half of March	JAPAN	First half of March
TIJIBODAS	JAPAN	First half of March	JAVA PORTS	First half of March
TIJILWONG	JAVA	Second half of March	JAPAN	Second half of March
TIJIMAH	JAPAN	First half of April	JAVA PORTS	First half of April
TIJILATJAP	JAPAN	First half of February	JAVA PORTS	Second half of April

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

Yok Buildings, 1st Floor.

Hongkong, 18th February, 1907.

19

# BOVRIL

contains the whole of the valuable stimulating and nourishing properties of beef and is therefore of great value after acute illnesses of all kinds.

Whenever the appetite is poor try a cup of Bovril.

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"ARRATOON APCAR"

Captain A. Stewart, will be despatched for the above Ports on FRIDAY, the 22nd inst., at DAYLIGHT.

This steamer has superior accommodation for passengers and is installed throughout with Electric Light and carries a fully certified Doctor.

For Freight or Passage, apply to

DAVID SASSOON &amp; Co., Ltd., Agents.

Hongkong, 16th February, 1907.

405

NORDDEUTSCHER LLOYD, BREMEN.

# NOTICE.

FOR KUDAT AND SANDAKAN.

Taking Cargo at Through Rates to TAWAO, LAHAD DATU, LABUAN, JOLO, MEN LDO and ZAMBOANGA.

THE Steamship

"BORNEO"

Captain F. Sembill, (ready to lead on FRIDAY the 22nd inst.) will leave on SATURDAY, the 23rd inst., at 9 A.M.

For Freight or Passage, apply to

NORDDEUTSCHER LLOYD, MELCHERS &amp; Co., Agents.

Hongkong, 19th February, 1907.

NOTICE TO KOWLOON RE

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sale daily at the KOWLOON

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STORE, No. 79, Elgin Road &amp; Mr. F. V. STUBBS

FERRY WHARF STALL.

Hongkong, 22nd December, 1906.

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Russell &amp; Co.

-10 &amp; 12, Place de la Bourse.

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